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DATE OF INFORMATION 1950

DATE DIST. 2 Nov 1950

NO. OF PAGES 2

SUPPLEMENT TO
REPORT NO.

LANGUAGE Russian

THIS IS UNEVALUATED INFORMATION

SOURCE Newspapers as indicated.

USED IN GEORGIA, URALS, KIROV OBLAST -- Sovetskaya Latvija, 19 Jul 50

Electric trains built by the Riga Railroad-Car Building Plant are used in Georgia, in the Urals, and in Kirov Oblast. They are also used extensively in suburban service for large cities such as Moscow and Leningrad.

The cars, equipped with a special type of swing motion trucks, are heated with electric stoves placed under the seats. Ventilation is effected through new-type suction ventilators installed in the ceiling.

Until recently, the Riga Plant produced cars for stations equipped with platforms at car-floor height. The construction of this type of car is connected with the replanning of station tracks, and means large capital expenditures. The extensive electrification of railroads, especially of suburban and local lines, requires cars which can discharge passengers onto low platforms. This will accelerate the mass electrification of railroads and will save the state many millions of rubles. The Riga Plant has been given the task of organizing the production of cars which can take on and discharge passengers on low platforms.

About 123,000 parts are needed to construct one electric railroad car. A car is assembled in 50-53 days. Up to 100 types of various materials go into the construction of a car, and 100 men of 70 different specialities are needed to assemble it.

ELECTRIC TRAIN CARS EXTRA WIDE -- Sovetskaya Latvija, 18 Jul 50

The electric train cars being used on the Riga-Dubulya electrified line are wider than the usual passenger and other railroad cars. Therefore, when electric trains are in motion or at stopping places, it is categorically forbidden to be between the railroad tracks.

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KALININGRAD PLANT MAKES SELF-DISCHARGING CARS -- Vechernyaya Moskva, 8 Aug 50

The Kaliningrad Railroad Car Building Plant is making self-discharging open-top cars.

PLANT STARTS GONDOLA MANUFACTURE -- Komsomol'skaya Pravda, 26 Jul 50

The Dneprodzerzhinsk Railroad Car Building Plant has organized the production of 100-ton gondola cars.

PRODUCES 30 NEW PRODUCTS -- Moskovskaya Pravda, 23 Jul 50

The Lyublino Plant imeni Kaganovich is producing 30 new products this year, among which are parts for locomotives and for new designs of locomotives and railroad cars. The plant is also producing supports for railroad bridges.

The plant is making a shaft-cutting machine for subway construction. The machine will release a large quantity of labor and accelerate tunnel cutting.

PLANT MAKES VARIOUS ITEMS -- Vechernyaya Moskva, 4 Aug 50

The Thermite Switch Plant in Moscow is making masts for trolley contract systems and narrow-gauge switch turnouts. It also is making anchors for fastening Moscow trolley-line tracks to a concrete foundation.

LOCOMOTIVES TO GET JOURNAL WEDGES -- Sovetskaya Latviya, 12 Aug 50

Main-line locomotives of some series do not have journal wedges; as a result, their operational qualities are impaired. Recently, the Ministry of Transportation directed all locomotive depots and locomotive repair plants to begin putting journal wedges on locomotives coming to them for repair.

Tkachenko, engineer with the Daugavpils Locomotive and Railroad Car Repair Plant, has designed a special duplicate-milling machine for milling journal guides.

80,000 CARS MADE IN 1936 -- Gudok, 19 Jul 50

During 1936, industry produced 80,000 railroad cars. During the 2 years 1938 - 1939, about 100,000 railroad cars were equipped with automatic brakes and more than 60,000 were equipped with automatic couplers.

In number of tons of freight per kilometer of track, the USSR exceeded the US long ago. In volume of passenger traffic, the railroad transport of the USSR had already in 1940 exceeded US railroad systems by 100 percent.

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